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AN ESSAY ON DRAINAGE AND NAVIGATION,

OCCASIONED BY THE SCHEME NOW IN AGITATION
FOR IMPROVING
THE OUTFAL
OF THE
RIVER OUSE.

By GEORGE MAXWELL.

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BRITISH MUSEUM

AN ESSAY, &c.

THE Drainage of the Great Level of the Fens, called Bedford Level, has engaged the Attention of many very able Men in this Kingdom as well as in Holland, for near a Century and Half; but it is needleſs to go into a long hiſtory of the Buſineſs, as almoſt every Perſon in the Level is already ſufficiently informed on that head, as well as that the Diſtrict thereof called the North Level, has been long ſince ſeparated from the Middle, and South Levels, both in Point of Drainage and Revenue. It may be proper however juſt to ſtate the ſituation of the great Level at the time when the general Scheme for its drainage was firſt undertaken. Its deſcription is that of an extenſive tract of low Land at a very conſiderable diſtance from the Sea with various Rivers paſſing through it, which conveyed to Sea by mere dint of their own force, the Waters from a much larger extent of high Country, or failing of that, expanded themſelves over the Lands in queſtion. That this was really the Caſe is beyond all Doubt, for we find it recorded in Dugdale that ſo early as 1291, it was matter of Complaint that the Stagnation of the Upland Waters (the Cauſe of which ſhall be ſhewn hereafter) was a continual Annoyance to the Country, and thereupon an order was obtained for making a Dam at Outwell to prevent a great Part of them from communicating with

Dugdale 299, 300.
19 Edward I.

with Lynn Harbour, which was accordingly afterwards done.
5 Edward III. In 1332, Preſentments were made againſt the Dam at Outwell,
Dugdale 303. ſtating, that it prevented the Welland, Nene, and Utwell,
or great Ouſe, from paſſing to Lynn as formerly; and an Order
Dugdale 331 was made for deſtroying the Dam, which being done, the Waters
2 Edward VI. that had been checked at Outwell were again diverted to Lynn.
Dugdale 281 In 1548, Complaints were made that thoſe Waters went by Lynn
inſtead of paſſing as formerly by Wiſbech: and in 1618 only thirty Years before the general undertaking, the ſame Complaints were again made. Theſe ſhort Extracts are ſufficient to ſhew, that all the Waters in the Level comprehending the Rivers of Welland, Nene, and the two Ouſes, the leſſer of which, received the Waters from the Rivers of Stoke, Brandon, and Mildenhall, and the greater, the Waters of the Grant or Cam, communicated at times with Lynn Haven; and at other times part of them were diverted towards Wiſbech and Spalding; and this being the Caſe the great Level formed in the Winter Seaſons neither more nor leſs, than an immenſe large Reſervoir of ſtagnant Water, as may be ſeen by examining Dugdale's Map, Page 375.

The Fact of its having once been firm dry Land, was too well recorded to admit of any doubt; for in 1596, this very remarkable declaration was entered in the Annals of the Court of Sewers, *viz.* "Theſe fenny ſurrounding Grounds in former times have "been dry and profitable, and ſo may hereafter, if due proviſion "be made." A valuable Property thus loſt to the Proprietors and Community, could not but become a ſubject of Enterprize; and accordingly, we find one of the firſt Noblemen in the Kingdom, both in Rank and Character, at the Head of a Scheme for reclaiming it to a profitable State: But from dear bought experience, I believe it will be allowed that the Plan adopted at the general Drainage, was fundamentally wrong; and we may go further and ſay, that, until ſomething very different is reſorted to, the whole of the Middle and South Levels muſt continue in their preſent precarious State, and will probably be loſt the very firſt wet Winter that comes. Now, let us examine a little the Plan that was adopted by Sir Cornelius Vermuden, the Engineer originally employed. In a Treatiſe concerning the Fens which was publiſhed in 1641, he lays down

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this general Maxim of draining, *viz.* *The Imbanking all the Rivers on each ſide, and leading away the downfal by Drains and Sluices;* but afterwards he ſays *this general Rule muſt be diſpenſed with here, to ſave the expence of Banks at firſt, and the Charge of yearly repairs of them afterwards:* So that, upon this laſt Principle, and contrary to his own general Rule, the Rivers, were neither embanked, *nor the downfals led away by Drains and Sluices:* Part of the high Country Waters, were indeed diverted in a much nearer Courſe, by what is called the New Bedford River, and made to fall into a lower part of the Ouſe, with a view of accelerating their paſſage to the Outfal at Lynn Haven; and, to prevent thoſe high Land Waters from reverting back into the upper part of the Ouſe, a Sluice was erected at Denver.

Without enquiring whether the Drainage or Navigation are injured, or benefited by that Sluice; and without reſorting to the Teſtimony of Dugdale, *who ſays,* that in 1662, the Floor of the Church at Wiggenhale Saint Germans, was ſeven Feet higher than the high Water mark of the River Ouſe, is not the erecting of Denver Sluice, the plaineſt of all poſſible proofs, that there was a check ſomewhere between Denver and the Sea, and that the Channel below was not deep enough to diſcharge thoſe Waters, which, though they were ſeparated at Earith, met again at this point, juſt below Denver? It does not appear that he went beyond the boundary of the Level itſelf, to ſeek for that relief *which the Country wanted,* the Idea of managing the living Waters in their paſſage through the Level, ſeems to have engroſſed the whole of his attention; and although the boundary of the Level was ten, and in ſome places fifteen or ſixteen Miles from Sea, he never apprehended that any Obſtructions then exiſted, or could poſſibly afterwards exiſt, beyond the limits of the Level. This was the Rock on which all his Enterprizes ſplit — Nothing was done towards ſecuring a paſſage of the living Waters to Sea, and the ſhortening their Courſe having failed to keep Lynn Channel ſufficiently open, which might be ſuppoſed would be the Caſe, ſince the Operation was performed almoſt twenty Miles from Lynn; the Money that had been expended by Sir Cornelius Vermuden had been ſo far from effecting his object, that it became neceſſary in proceſs of time to call in the aſſiſtance of ſuch Perſons, as then profeſſed the Art of engineering, in which, very conſiderable Improvements were by this time made. Unfortunately diſſenſions aroſe, not only between the Navigators and the Adventurers, but amongſt the Adventurers themſelves; and Engineers were employed on both ſides. Thoſe who have been employed on the Part of the Perſons wiſhing to improve the Drainage, with Mr. Kinderly at their Head, have, I believe, invariably held one Doctrine, *viz.* Nothing but an Improvement in the Outfal can ſave the Country. Thoſe who have been employed on the other ſide, have, as univerſally held the oppoſite language, and adviſed the confinement of the Rivers in their paſſage through the Levels; and truſting to the force of the Water ſo confined, for deepening its own paſſage to Sea, or, in other Words, purſuing the unfortunate ſcheme as executed by Sir Cornelius Vermuden, which laid the Foundation of all the Loſſes that have been ſo fatally experienced — Theſe laſt were joined by the Traders of Lynn and Wiſbech, who oppoſed any Alteration in the Channels towards the Sea; and, to the diſgrace of the Country, the queſtion ſeems to be in a great meaſure ſtill undecided, notwithſtanding the Example that has taken place in the Improvement of the Channel below Wiſbech, as will be more particularly mentioned hereafter.

The Arguments of the firſt mentioned Opponents ſhall be firſt anſwered. Have we not had ſufficient proofs, that holding the Water up high, between Banks, whether thoſe Banks are near together or a great way aſunder, is, at the beſt, only increaſing the ſock, and at the worſt, the certain ruin of the adjoining Lands? Are not all the Waters in the Middle Level, now confined between enormous high Banks, at a very ſmall diſtance from each other? They certainly are. — What is the Conſequence? The Outfal being choaked up, none of thoſe Waters find their their way to Sea, but are forced againſt the natural fall of the Country, and againſt Reaſon and common Senſe, into the Upland Country, over the ſurface of what was high Land before the general Drainage took place; whilſt the Lands adjoining to the Banks are over-rode by the ſock, to the entire loſs of them, whenever a ſlackneſs of wind prevents the Engines from working: and ſo far as reſpects Trade, the Navigation from Lynn through the middle Level is almoſt totally loſt. — Were not the Waters in Whittleſey Waſh before the Improvement in Wiſbech Outfal, raiſed to an enormous height between Banks at a great diſtance from each other? They certainly were — What was the Conſequence? None of thoſe waters paſſing to Sea, they lay ſwilling againſt the Banks for Months together, and whenever a high wind happened, a breach of Bank took place, and the whole adjoining Country was deluged with Water; whilſt ſo far as reſpected Trade, the Navigation in like manner from Wiſbech to Sea was in a great meaſure loſt.

A great deal of Argument has been uſed by the ſame Opponents, to prove that what they ſtate as the Quantity of Water to be diſcharged at Lynn, cannot poſſibly go through a River of ſuch Dimenſions as have been repeatedly recommended; but in the firſt Place, the facts are ill founded on which thoſe Arguments are held, for there is no ſuch Quantity as they ſtate; unleſs they will firſt of all be pleaſed to ſhew, that all the Waters which are now ſtagnant for want of an Outfal, will when they are once drawn off, by ſome ſtrange miracle be reproduced ad infinitum. — It is only the Quantity of living Water, and of downfal Water, forming a Junction therewith, for which we are to provide a ſafe and commodious Paſſage.— In the next Place, Water when in Motion will aſſume any Form, and in its paſſage will adapt itſelf to all Circumſtances, provided there is no Impediment *at the Bottom of the inclined Plane, on which it is conveyed;* whilſt if the degree of Inclination in that Plane is increaſed, it acts with increaſed Force and Rapidity, and carries with it whatever caſual Obſtructions may be thrown in its Way — This is not Philoſophy, but plain Matter of Fact — Now, a River 200 Yards wide and ten Feet deep, we all know, will hold as much Water as one of 1000 Yards wide and two Feet deep, their Lengths being equal; but I preſume it will be admitted that in the preſent Caſe of the intended Improvement in the Bed of the Ouſe, by narrowing and deepening the Channel, the Silt that is depoſited by every

Tide, will be leſs likely to remain at the bottom of the River than at preſent, for this Reaſon; becauſe the degree of Inclination in the Plane is to be increaſed, or in plainer Language the Fall will be made very conſiderably greater. Let any Perſon examine the Width of Wiſbech River at the Bridge, and let them examine the Width of the Waters above the Bridge — They will find that above Guyhirn the Stream is divided into two Rivers, each of which is of conſiderably larger Breadth, than the Arch Way at Wiſbech Bridge, and in times of Flood the Waters for want of being confined by Banks, are expanded over a Waſh in ſome places near a Mile wide; and yet thoſe Waters ever ſince the Re-execution of Kinderley's Cut, have found an eaſy Paſſage to the Outfal; and the Flood in the Waſh, has never been ſo high as it uſed to be, by four Feet — How does this happen? Becauſe the River at Wiſbech Bridge being deep, it forms a Section quite ſufficient for diſcharging the living Waters with the downfal that forms a Junction with them, and the Outfal being at the ſame time good, there is no Impediment in the way of their conveyance to Sea.

But to uſe a more familiar Inſtance — A Farmer for want of water gripping, as it is called, ſuffers the Furrows of his Land to be overflown, each of them perhaps three or four Yards wide — It muſt either be conveyed away, or his crop is inevitably loſt — What does he do? According to the reaſoning of the above mentioned Opponents, he muſt make a Cut as wide as the Water is in thoſe Furrows, when all their different Widths are added together. He does no ſuch Thing, but he digs a Grip about a Foot wide acroſs the lower ends of the Furrows, and provided it is cut with a proper Slope, and ſo deep as that the bottom of it is below the bottom of the Water in the Furrows, and there is no Stoppage between the Grip and the Outfal Ditch, the Buſineſs is done — To come ſtill nearer to the Point — I want to convey the Water from a Pond, 1000 Yards wide if you pleaſe, into another at ſome diſtance whoſe Bottom is conſiderably below the Bottom of the one I want to Drain — How is this to be done? It is not neceſſary to make a Chaſm in the Earth 1000 Yards wide (perhaps only one) but I muſt take Care that the Cut, whatever is its

Width, is made ſo deep as that every Part of the Bottom of it ſhall be lower than the Bottom of the Pond that I want to drain, and at the ſame time I muſt preſerve a proper Fall, ſo that there may be no Check to the Water in its Paſſage through the Cut — Now the Water in the River and Waſhes of the Middle and South Levels, is the Pond which I want to Drain — The Sea is another Pond made ready to my Hands, whoſe Bottom or rather whoſe Surface at low Water, is very conſiderably below the Bottom of the Upper Pond — How am I to convey the Water from one to the other? By no other poſſible Means than by making a Communication between them, and, provided the proper Fall is preſerved, and it is ſo deep as that every Part of its Bottom is lower than the bottom of the Pond I want to Drain, the Width of it ſo far as *the Poſſibility* of draining the Pond above is concerned, is in a great meaſure out of the Queſtion — But a peculiar Circumſtance of difficulty ariſes — Some inviſible Agent at ſtated Periods, raiſes the Water in the Pond below — It recoils upon me through my Channel of Communication, and again reflows at ſtated Periods, leaving a Quantity of Silt in the Bottom of that Channel, which if not narrow enough to confine the Water into one Stream, and deep enough to enable it to act upon the Silt with a conſiderable degree of Strength, and as certain in its Operation as the Silt is in being depoſited, that Silt will infallibly accumulate, and by degrees render uſeleſs all that I have been doing. — Inſtead then of having a wide Channel of Communication, whoſe Bottom will hold a large Quantity of Silt, which being ſpread over a wide Space, will force the Water to divide itſelf into a Variety of Streams, and ſo ſhallow as to leave the Water ſtagnant in the Pond above; will it not be better to have a narrow Channel of Communication, the Bottom of which can hold but a ſmall Quantity of Silt, and ſo narrow as to inſure the Conveyance of the Water through the Channel in one Stream, and at the ſame time, ſo deep as to impel that Water to act with ſuch Degree of Force and Rapidity, as will carry away all Obſtructions?

But the Example that has ſo recently taken Place in the Improvement of the Outfal of the North Level below Wiſbech, muſt, if it has been at all obſerved, have convinced all Parties, that a ſimilar Work will have the like Effect wherever it is executed — The Cut there, was projected by the very ſame Mr. Kinderly, who was the Original Propoſer of the Scheme that is now again revived for the Improvement of the Outfal of the Middle and South Levels at Lynn — He ſeems to have been the firſt Perſon, who had Penetration enough to diſcover, that the Obſtacles both to Drainage and Navigation, lay below the Boundaries of the Fens, and that theſe Obſtacles muſt be removed before any Thing effectual could be done for the Benefit of either — But, let not the Prejudice be forgot, with which he had to encounter — The Merchants of Wiſbech were as averſe to the Improvement of their Navigation, as the Lynn Merchants can poſſibly be, and ſuch was their Infatuation, that, in 1722 when Mr. Kinderly had really executed the very ſame Work that has ſince been done again, they raiſed the Country and deſtroyed his Banks and Dam, and the North Level lay for near fifty Years in an almoſt conſtant State of drowning, before another Attempt was made to re-execute what has proved ſo very advantageous to the Landholders, and the Town of Wiſbech, Nay, the Powers that were neceſſary to be created, for re-executing this new Cut, were at laſt obtained by Stealth, for we find them in an Act of Parliament for the Drainage of two Diſtricts which are no Part of the Great Level, and not where one would expect to look for them, in an Act of Parliament expreſsly paſſed for ſo very important a Purpoſe — Thus have the Merchants of Wiſbech been cheated as it were, into a Meaſure that has raiſed their Town to a great maritime Place, on the Ruins of the Navigation to Lynn, thro' the Heart of the Middle Level.

Vide Act for Drainage of Tid and Newton.

It would be no impolitic Thing, for the Wiſbech Merchants to raiſe Objections to the Improvement of the Lynn Navigation; but that the Lynn Merchants ſhould oppoſe it, can be only accounted for on this Principle, that Prejudice when deep-rooted, is indeed a moſt obſtinate Diſorder, and is as ready to injure itſelf as others. — But ſurely Experience will teach them what to avoid, and what to adopt — *Improve the Outfal, and you lower the Head of Water in the Rivers, and what expands over wide*

Waſhes, or is held up between enormous high Banks, always to the Annoyance both of Drainage and Navigation, and ſometimes to the entire Ruin of the adjoining Lands, will be where it ought to be, great part of it in the Sea and the Remainder below the Soil of the Fens, within the Boundaries of the Rivers themſelves — The living Waters will always be the ſame, whether they flow three Feet above, or three Feet below Soil; and what is wanted for the Security of both Drainage and Navigation, is to prevent thoſe living Waters from becoming ſtagnant, that ſo far as reſpects the firſt, the Lands may not be injured by the downfal Waters being impeded in their Junction with the living Streams, and ſo far as reſpects the laſt, in order to prevent the Bottoms of the Rivers from ſilting up to the entire loſs of Navigation in dry Weather, the Diſcharge of both living and downfal Waters into the Outfal at Sea, may be as free and uninterrupted as the Nature of the Buſineſs will permit — This is the Eſſence of all that Mr. Kinderly and thoſe who have ſince adhered to his Principles, have written on the Subject, and the Poſition it contains is ſo juſt and forcible, that it cannot be argued down, let Prejudice operate how it may — The living Water is, as I ſaid before always the ſame, and on the Uſe or Abuſe of this depends the State of the Outfals, whilſt on the State of the Outfals depend Navigation and Drainage, but it will be beſt to leave the latter at preſent out of the Argument, for it is the Prejudice of the Lynn Merchants, that we are now going to combat, and the State of their Harbour and Navigation, is the Buſineſs before us — Let them look into the ancient Hiſtory of their Harbour, They will find it is recorded in Dugdale that the Inhabitants of Marſhland preſented a Petition to Edward the 3d. ſtating that formerly when the River at Lynn *was confined to 12 Perches or 192 Feet, People had ſufficient Paſſage with their Boats to and from Lynn into the Highland Countries, and the freſh Waters free courſe to Sea.* And that another Petition was preſented to Richard the 2d. upon which a Commiſſion being iſſued a Jury was impanelled who in their Preſentment ſaid there was no Remedy for the ſafeguard of Marſhland, except *reducing the River within narrower Bounds.* Let them reflect that when the firſt of theſe Petitions was preſented, many Perſons were moſt probably living who either remembered the Country and Navigation, or who had received

Dugdale 260.

Dugdale 262.

from their Fathers an account of them, in that proſperous State
which is recorded by ſo many Hiſtorians. Let them read what
Kinderly 22. was written by Mr. Kinderly on this Subject. "*The River*
had a very narrow Inlet for the Tides, 6 *Perches only or*
1378. Dugdale 394 "96 *Feet—not long after* 7 or 8 *Poles, and ſo on encreaſing.*"
Mr. Kinderly reaſons upon this fact, and an Abridgment of
what he ſays is as follows — "A very great Addition of
"Freſh Water was brought to it, when the great Ouſe, Nyne
"and Welland, loſing their proper Outfals at Wiſbech and
"Spalding, took new Courſes, and all meeting at Salter's Load,
"they went united in what was then called the little Ouſe to
"Lynn. The Proportion of the Freſh Water of the Ouſe to its
"Inlet for the Tides being great, the River became *very deep*
"whilſt it was *narrow, a deſirable State to have it put in now.*
"But when by the alternate Action of the Tides and
"Freſhes" *(and for want of ſtrong Banks he ſhould have added)*
"it was worn too wide for even thoſe freſhes to ſcour out, it
"began to ſilt up, and continued to do ſo gradually, and the
"*wider* it has grown ever ſince, the *ſhallower* it has been, and
"the more choaked up with Sand, and ſo it muſt remain unleſs
"the Tides be conſtrained to come in at a due width and in a
"proper Manner."

Kinderly 24. "Within this laſt Century, Ships of conſiderable Burden could
"and did come up to the Town at low Water and even at Dead
"Niepes, whereas they are now forced to take the Advantage of
"the Tides ay and of the Spring Tides only, and with reſpect
"to the Navigation upwards, the River is ſo choaked up with
"Sand as to be almoſt unfit for Navigation — The Town of
"Germans is by Land but three Miles diſtant from Lynn, but by
"Water it is ſeven Miles, and in the middle Part of it, it is near
"a Mile broad — It is ſo full of Sands and Shallows and by its
"Breadth is ſo expoſed to the Winds when the Tide is up, that
"it is become a very dangerous Paſſage for Boats and Lighters —
"The Paſſage Boats and Trading Veſſels can never paſs it in
"a windy and ſtormy Seaſon, ſo that if the Wind blow a
"little high, they all lie at Germans till it is calm, which
"ſometimes they do for many Days, and when they do move,
"they are forced to hire Men at Germans to aſſiſt them in

their Paſſage down to Lynn: and moreover the Shelves and Sands which choak up the River, do occaſion the Bottom to be ſo much higher than it is at Lynn, and the Channel to alter and change its Courſe ſo often, that the due Outfal is by theſe means loſt, the draining of the Fens obſtructed; a great many Thouſand Acres now lie under Water, ſo altogether uſeleſs, that they produce nothing, except in very dry Seaſons: And what is ſtill more frightful and diſcouraging, the Width, Shallowneſs, and uncertainty of Channel, do daily increaſe, and this the Reader may depend upon as a true and impartial Repreſentation of the preſent State and Condition of the River."

This State of Lynn Harbour and Navigation was written by Mr. Kinderly, about the Year 1721, tho' not publiſhed until 1752 by his Son, and it is very certain that the matter was not mended in 1767, when Mr. Smeaton was employed by the Magiſtrates of Lynn for his Advice on what ought to be done, "for the Preſervation of Veſſels laying in the Harbour of Lynn, from the Annoyance of Winds and Waves; not only from the Sea, *but from the broad River above the Town*, when the Wind happens to be in that Quarter, and alſo from the raging Tides that often accompany them, and drive the Veſſels from the Moorings." It is hardly neceſſary to ſay that at the preſent Moment in 1792 the Caſe is the ſame, with ſome very ſtrong marks of Tendency towards getting worſe, and tho' Phyſicians may diſagree as to the nature of the Remedy, it is beyond the Power of Prejudice itſelf to aſſert, that a violent and obſtinate Diſeaſe ought to be left to its own Cure, eſpecially when that Diſeaſe is of ſo malignant a nature, as to injure the Proſperity of a large extent of Country.

It is poſſible that I may be miſtaken in what I am now going to ſtate, but ſo far as I recollect, none of the Writers on this Subject have clearly pointed out the cauſe that the Channels to Sea became ſilted up, tho' all have agreed as to the Fact — We know that in former Ages an immenſe Territory was gained from the Sea, upon the Norfolk and Lincolnſhire Coaſt, which could only be the Conſequence of the Sea retreating from the Shore: Now unleſs care is taken to extend the Rivers in a confined State to a Point equally near to deep Water, as that Point was to which they were before confined, every Embankment of Salt Marſh muſt in the nature of Things have this certain Effect, the weakening the Outfals of the Rivers, by ſuffering them to expand themſelves through an enlarged Extent of looſe Sands before they arrive at deep Water, and that this was really and truly the Cauſe of the Decay of Lynn Haven appears to be incontrovertible.

Any Perſon may ſatisfy himſelf who will be at the Trouble of examining the various Petitions on that Head, that were preſented to the Lords of Council during the Reigns of Edward the 1ſt. and from his Time to the Æra of the general Undertaking, that the River which was before only 192 Feet at its greateſt width, became more than ten times that width — Surely then, inſtead of trying Experiments with the Water in its Paſſage through the Level almoſt twenty Miles from the Outfal, ſomething ought to have been done towards reſtoring the Harbour and Navigation to their former State, ſince plain Reaſon might have told any one, that what had formerly cauſed the Lands in the great Level to be firm and dry, muſt in the Nature of Things have again produced the ſame Effects — But Sir Cornelius Vermuden was a Foreigner, and moſt probably ſo far from having read the ancient Hiſtory of Lynn Harbour and Navigation, did not underſtand the Language in which it was written.

Whatever has at this Day a Tendency to reſtore the Harbour and Navigation to their former State, ought now to be adopted, and nothing can be ſo likely to do it as confining the Upland Waters and ſhortening their Paſſage to the Outfal in one collected Stream: Let the mathematical Reaſonings upon the Nature of Fluids be what they may, their Properties at this Moment are exactly the ſame that they always have been — Let the Force of the Tideway and its reflowing Power be proved to be as great, or as little, as the Opponents would have them, they are neither greater nor leſs than they were in former Ages—Still we recur to the ſame Facts — *When the Indraught of the Tides below Wiſbech was wide, the Navigation to Sea was loſt — The Tide* *is now confined to a Channel of* 100 *Feet, and the Navigation to Sea is good* — THE RIVER AT LYNN WAS FORMERLY NARROW, AND THE HARBOUR DEEP — What is the Caſe at preſent? *The River is broad, and the Harbour ſhallow.*

By ſome of thoſe concerned in the Drainage, it may poſſibly be ſaid there is a much larger Quantity of Water paſſing through the Ouſe, than through the Wiſbech River, and therefore a larger Outlet is required. I think it has been already ſhewn, that the ſucceſs of the Cut does not depend ſo much upon its being wide, as upon its being narrow enough — Certain I am that if it is too wide, there will be more than one Channel; for all Outlets of Rivers that are not narrow in proportion to the Quantity of Water paſſing through them, are in ſome particular Parts ground deeper than they ought to be as is the Caſe with the Cut below Wiſbech, which though only 100 Feet wide, is in ſome Places near its Outlet, worn into what may properly enough be called an angular Bottom, one ſide of its Bed being conſiderably deeper than the other— However, I find that Mr. Golborn in his Report recommends the intended Cut to be 240 Feet wide, which from Reaſon and Analogy, I am convinced will be wide enough to anſwer all Purpoſes, and as the Trade of the Town of Lynn through the Middle Level can never again be reſtored, until ſome Improvement is made in the Outfal of the River Ouſe, as the Drainage of the Country called Marſhland Fen depends likewiſe on the ſame Work, and as the Preſervation of the Middle and South Levels is ſo far concerned therein, that one or both of theſe Levels, or at leaſt ſome part of them will probably be inundated the very firſt wet Seaſon that comes, it is earneſtly to be wiſhed that all Parties would join in this Plan for their Security; a Plan which has been ſo long, and ſo often recommended, and againſt which, no ſolid Arguments has hitherto been uſed.

FINIS.

it may be ſaid is a Channel of 100 Feet, and the Navigation [illegible] ſo is ſaid.— The River at Lynn was formerly [illegible] now, [illegible] the Channels being [illegible]— What is the Caſe at preſent? The River is fixed, and the Harbour [illegible]

By ſome of thoſe concerned in the Drainage [illegible] be ſaid there is a much larger Quantity of Water through the Outfal than through the [illegible] therefore a larger Outfal is required [illegible] already ſhewn, that the [illegible] of the [illegible] much upon its being [illegible] as upon its [illegible] Certain I am that if it is too wide, [illegible] one Channels for [illegible] of [illegible] proportion to the Quantity of Water [illegible] in ſome particular Parts [illegible] as is the Caſe [illegible] 100 Feet wide, is [illegible] Places near [illegible] what may produce [illegible] However [illegible] the ſuppoſed [illegible] and [illegible] all [illegible] the Middle Level [illegible] Improvements [illegible] Drainage of the C[illegible] while at the ſame time [illegible]

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